

East Area Planning Committee

2nd March 2016

**Application Number:** 15/03642/RES

**Decision Due by:** 21st March 2016

**Proposal:** 15/03642/RES Details of reserved matters (layout, scale, appearance and landscaping) for the first phase of the Barton Park development, pursuant to Condition 3 of outline planning permission 13/01383/OUT. The works comprise the construction of 237 residential units (Class C3) with associated means of access and highways works; car and cycle parking; hard and soft landscaping; public realm works and ancillary structures. (Amended plan)

**Site Address:** Land At Barton Northern By-pass Road Oxford. Site plan at **Appendix 1.**

**Ward:** Barton And Sandhills Ward

**Agent:** Mr Paul Comerford

**Applicant:** Mr Glyn Mutton

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## Recommendation:

Committee is recommended to approve reserved matters for the reasons stated and to confirm compliance with the accompanying conditions.

## Reasons for Approval

- 1 The overall design of the development has responded thoroughly to the design codes set out in the Masterplan. The design has been developed from the basic principles in a thoughtful manner designing buildings to maximise aspect for views and natural light, considering relationships between individual dwellings and integrating different dwelling types to create interesting places maximising the potential for activity to increase vitality and creates a high quality place that sets the standard for future phases for the Barton Park development. The reserved matters application for the first phase of the Barton Park development meets the vision and objectives for the Barton Park development as expressed in the Local Development Plan including the Barton Area Action Plan, and the outline permission together with the Masterplan, the Parameter Plans and Design Code.
- 2 The Council considers that the proposal accords with the policies of the development plan as summarised below. It has taken into consideration all other material matters, including matters raised in response to consultation

and publicity. Any material harm that the development would otherwise give rise to can be offset by the conditions imposed.

- 3 Officers have considered carefully all objections to these proposals. Officers have come to the view, for the detailed reasons set out in the officers report, that the objections do not amount, individually or cumulatively, to a reason for refusal and that all the issues that have been raised have been adequately addressed and the relevant bodies consulted.

### **Conditions**

- 1 Develop in accordance with approved plans
- 2 Residents Parking Zone
- 3 Verification report - contamination
- 4 Watching brief - contamination

### **Legal Agreement:**

A legal agreement is not required to support this reserved matters as this was secured in association with the outline permission. Details of that legal agreement are contained in the Committee report for the outline application ref.: 13/01383/OUT. A CIL payment is not required as outline planning permission was granted before the introduction of CIL in Oxford.

### **Principal Planning Policies:**

#### Oxford Local Plan 2001-2016 (OLP)

**CP1** - Development Proposals  
**CP6** - Efficient Use of Land & Density  
**CP8** - Design Development to Relate to its Context  
**CP9** - Creating Successful New Places  
**CP10** - Siting Development to Meet Functional Needs  
**CP11** - Landscape Design  
**CP13** - Accessibility  
**CP21** - Noise  
**CP22** - Contaminated Land  
**TR1** - Transport Assessment  
**TR2** - Travel Plans  
**NE15** - Loss of Trees and Hedgerows  
**NE16** - Protected Trees  
**NE23** - Habitat Creation in New Developments  
**HE2** - Archaeology

#### Oxford Core Strategy 2026 (OCS)

**CS2\_** - Previously developed and greenfield land

**CS3\_** - Regeneration areas  
**CS7\_** - Land at Barton  
**CS9\_** - Energy and natural resources  
**CS10\_** - Waste and recycling  
**CS11\_** - Flooding  
**CS12\_** - Biodiversity  
**CS13\_** - Supporting access to new development  
**CS18\_** - Urban design, town character, historic env  
**CS19\_** - Community safety  
**CS22\_** - Level of housing growth  
**CS23\_** - Mix of housing  
**CS24\_** - Affordable housing

#### Barton Area Action Plan (AAP)

**MP1** - Model Policy  
**BA5\_** - Sustainable travel  
**BA6\_** - Vehicle access  
**BA7\_** - Pedestrian and cycle links  
**BA8\_** - Housing mix  
**BA9\_** - Affordable housing  
**BA12\_** - Energy efficiency  
**BA13\_** - Design  
**BA14\_** - Delivery  
**BA15\_** - Flooding  
**BA16\_** - Surface water drainage  
**BA17\_** - Water supply and waste water drainage

#### Sites and Housing Plan 2011-2026 (SHP)

**MP1** - Model Policy  
**HP2\_** - Accessible and Adaptable Homes  
**HP3\_** - Affordable Homes from Large Housing Sites  
**HP9\_** - Design, Character and Context  
**HP11\_** - Low Carbon Homes  
**HP12\_** - Indoor Space  
**HP13\_** - Outdoor Space  
**HP14\_** - Privacy and Daylight  
**HP15\_** - Residential cycle parking  
**HP16\_** - Residential car parking  
**SP3\_** - Barton Road Cricket Ground  
**CS4\_** - Green Belt

#### Other Planning Documents

National Planning Policy Framework  
Planning Policy Guidance  
Oxford City Council adopted Supplementary Planning Documents (SPDs)  
Oxford City Council Technical Advice Notes (TANs)

## Public Consultation by Applicant

A Statement of Community Involvement has been submitted with this application (as part of the Planning Statement) setting out the community engagement and stakeholder consultation process undertaken as part of the design of these proposals. Details of the public meetings held and outcomes can be seen at **Appendix 2**.

There has also been extensive pre-submission consultation through regular meetings with officers of the City and County Councils, at Member Briefings, and with the Oxford Design Review Panel (a workshop and a full review – responses as set out in **Appendix 3**). Officers are satisfied that the submitted proposals have emerged from a rigorous assessment-involvement-evaluation-design process rather than being a pre-determined design solution.

## Public Consultation by Local Authority

The Council's normal consultation procedure has resulted in the following comments

### Statutory and Non-Statutory Consultees and Groups.

- West Oxfordshire District Council: The Council notes that this is a reserved matters application and does not wish to make any observations in relation to the detailed scheme.
- Environment Agency Thames Region: We have no objections to this reserved matters application.
- Historic England: The application(s) should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.
- Council for the Protection of Rural England (Oxfordshire): Our attention has been drawn to the fact that in the plans for the western part of the Barton Park development no proposal has been made for the provision of a footbridge across Bayswater Brook to link the proposed recreational path on the south side of the brook with Elsfield FP11 on the north side of the brook, so that walkers wishing to link between the new A40 road crossing and Elsfield FP11 northwards towards Elsfield would have to follow the new recreational path eastwards to the footbridge where Oxford FP57 crosses the brook and then double-back on Elsfield FP11 on the other side of the brook involving an unnecessary detour of half a mile. Given that walkers have already been let down by the failure to provide an underpass to cross the A40 at Stoke Place to link Oxford BR56 and FP57, the very least the City Council could do is to insist that the developer provides a footbridge across Bayswater Brook at the point where Elsfield FP11 turns north towards Elsfield, so that walkers are saved this unnecessary detour.
- Cherwell District Council: no objections given that the principle of development has been agreed at the outline application, and providing that a thorough

assessment of the highway and infrastructure impacts is made on the areas around the site by the County and City Councils.

- Highways Authority: no objections (see below)
- Northway Residents Groups (14 Ash Grove): full comments attached at **Appendix 4**
- Natural England: Having taken a look at the plans for the landscaping, in respect of the Green Infrastructure (GI), in this instance Natural England doesn't wish to make specific comments on this reserved matters application. Our previous consultation responses (such as that dated 14th January 2015) in respect of the landscaping and GI on site cover our concerns regarding provision of superior quality habitats for both residents and wildlife on site. We have not assessed this application and associated documents for impacts on protected species.

#### Individual Comments:

Comments were received from 24 Ramsay Road, Ramblers Association, Oxford City Group, 57 Plowman Tower Westlands Drive,

The main points raised were:

- Welcome the emphasis on greenways and cycle- and foot-paths.
- There is an excellent opportunity here to open up the area for residents of Barton Park and other parts of Oxford to walk in the wider countryside beyond, towards Elsfield and Beckley.
- This would be facilitated by inclusion of a new pedestrian bridge across the Bayswater Brook at the field corner where public footpath 201/11 turns northwards, grid ref approx. SP 5423 0853. It would be a natural route for those entering the area on foot from the new A40 junction. I hope this will be given serious consideration - it could be included as part of these works at relatively little extra cost.
- The development significantly limits the green belt surrounding Oxford. It appears close to doubling the size of Barton
- The proposed development consisting of town-like 4-5 storey buildings is inconsistent with the Northway area, where generally 2 storey semi-detached suburban dwellings prevail.
- The development requires an additional road intersection, beside the transit of busses and emergency vehicles through residential areas; this will limit A40 efficiency in providing smooth transition of traffic around Oxford. Intersection is potentially dangerous not least because of apparently planned confusing limitations to its use to slow moving busses, bicycles and (presumably) fast moving emergency vehicles
- Clatter of the already busy bypass road will be aggravated due to new intersection with additional sound related to breaking, stopping, accelerating with greater potential to use of car horns and sirens of emergency vehicles.
- Additional pollution from road traffic stopping and accelerating at the additional intersection. Worsening air quality by pushing green belt further away from

Oxford.

- The planning permission does not show the impact of view from upper level of neighbouring properties, such as from bedrooms; the development has a very significant impact on the view from Plowman Tower, and will likely impact negatively on property prices in there.
- The cost to taxpayer is unclear and perhaps should be investigated further before committing to such development. This is because prior combined council-private investments have been recognized as very expensive to the taxpayer,

## **BACKGROUND TO PROPOSAL**

1. The Barton Park site is a roughly triangular tract of land to the north of the A40 ring road, west of the existing Barton residential area, and south of the Bayswater Brook. It extends to some 38 hectares (94 acres). It is currently mainly given over to agriculture with fields separated by unmanaged hedgerows, trees and ditches; but also including Barton Village Recreation Ground and Barton Nature Park. The site surrounds but does not include a Scottish and Southern electricity substation which faces onto the A40. The land generally slopes down from south to north with the highest ground in the southeast corner. Public footpaths cross the site.
2. The site was identified as a strategic development site under Policy CS7 of the Core Strategy adopted in March 2011. It is an integral part of the Barton Area Action Plan (AAP) which was adopted in December 2012 and sets the spatial vision and detailed policies for development of the site, and the objectives against which the success of the Barton development would be judged:
  - delivering a strong and balanced community;
  - bringing wider regeneration of neighbouring estates;
  - improving accessibility and integration;
  - encouraging low-carbon lifestyles; and,
  - introducing design that is responsive and innovative.
3. Within that context, outline planning permission was granted in October 2013 (13/01383/OUT) for the development of the site including:
  - up to 885 residential units which may include up to 50 units of extra care housing;
  - hotel of up to 7,350 m<sup>2</sup> of gross floorspace or approximately 120 bedrooms, (numbers of residential units to be reduced accordingly if a hotel is included);
  - up to 2,500 m<sup>2</sup> gross retail floorspace, consisting of a supermarket of not more than 2,000 m<sup>2</sup> gross and additional retail units totalling not more than 500 m<sup>2</sup>;
  - primary school / “community hub” building and external areas consisting of 3,000 m<sup>2</sup> main building, multi games area, adult sports pitch, 2 junior sports pitches, 400 m<sup>2</sup> equipped play area, 360 m<sup>2</sup> community sports pavilion and associated car parking;
  - linear park;

- further equipped play area (“LEAPS”);
  - public squares;
  - additional allotment provision;
  - access roads;
  - pedestrian and cycle routes;
  - upgraded services, including media equipment, 2 pumping stations, substations and pressure regulators;
  - drainage works including water attenuation and control;
  - earth works;
  - removal of existing buildings and structures;
  - construction of new junction with A.40;
  - new telecommunications infrastructure;
  - landscaping and public realm works; and
  - junction works at Barton Village Road/Fettiplace Road/Harolde Close.
4. Access from the A40 was given detailed planning permission as part of the outline permission. All other detailed aspects of the development (its appearance, landscaping, layout, and scale) were reserved for future determination through subsequent reserved matters applications (RMAs). The context and framework for consideration of the detailed design of the proposed development was however set for the subsequent RMAs and applications for conditions compliance by the Masterplan, and the approved Parameter Plans and Design Code which were approved as part of the outline permission.
5. An illustrative Masterplan (**Appendix 5**) accompanied the outline application. It established the strategic layout and major elements of the Barton Park scheme, and proposed three neighbourhoods of distinctive character within the scheme:
- i. at the western end of the development around a commercial square a high density mixed use area;
  - ii. a centrally located medium density residential area with strong green connections to the Linear Park; and,
  - iii. a lower density residential interface with the existing housing in Barton, which is centred on a proposed community hub and primary school;
6. Six Parameter Plans which were approved as part of the outline permission. In respect of the application currently under consideration for construction of 237 residential units, all six parameter plans are of relevance.
- i. Parameter Plan 1 (**Appendix 6**) which identifies the land to which the application applies, including zones for ancillary highways works which may be required
  - ii. Parameter Plan 2 (**Appendix 7**) which identifies the general disposition of land uses in particular the residential areas, school and recreational land, and the commercial area.
  - iii. Parameter Plan 3 (**Appendix 8**) which indicates retained and proposed open

- spaces and landscape features including tree belts, greenways, recreational areas, play areas, existing and extended allotments and public squares; and
- iv. Parameter Plan 4 (**Appendix 9**) which established the site's connectivity with surrounding neighbourhoods and movement patterns for vehicles, cycles and pedestrians throughout the site. Barton Park is to be a neighbourhood characterised by excellent pedestrian and cycle routes;
  - v. Parameter Plan 5 (**Appendix 10**) which requires residential density across the site with the higher density areas generally to the west where a greater proportion of flatted accommodation would be located in and around the commercial centre created there, with densities reducing progressively to the east.
  - vi. Parameter Plan 6 (**Appendix 11**) which relates to building and storey heights, also generally scaling down west to east with the taller buildings at the commercial core up to 18m in height reducing to 11.0m at the primary school and 9.5m for the residential development to the eastern neighbourhood. All these figures represent the maximum heights based on the height of ridgelines to roof structures (excluding chimneys etc.), but in the expectation that development is unlikely to be built out to the maximum height across the whole of the application site.
7. A Design Code was also approved as part of the outline permission. It provided detailed requirements as to how individual streets, buildings and open spaces should be laid out and landscaped, and guidance on the forms and appearance of buildings including landscaping and materials. Most of its requirements are mandatory and are expressed as minimum standards.
  8. Together the Parameter Plans and Design Code seek to ensure that detailed design and implementation are based on sound principles and incorporate a range of functional requirements. They are intended to provide the means to create a successful, sustainable and attractive environment in which people can live and work. They will determine how Barton Park appears and is experienced from within the development, and also externally as part of Oxford in its wider setting.
  9. Notwithstanding the 3 neighbourhoods and Parameter Plans referred to above, the Design Code imposes detailed requirements across the whole development relating to the semi natural environment as well as across 4 distinct character areas described as "transects":
    - Transect 1: Green Edge relates to areas of lower density development adjacent to areas of informal open space, and coincides generally to the eastern neighbourhood and to the northern edge of the central neighbourhood where it adjoins the linear park along the northern side of the application site.
    - Transect 2: Suburban consists of a medium density zone, coinciding roughly to the central neighbourhood, other than where development is proposed directly onto the primary street.



- Transect 3: Higher Density Residential consists in the main of the zone of development along the primary street which seeks to create a strong residential frontage but with the future flexibility to permit commercial uses at ground floor level.
  - Transect 4: General Urban consisting generally of the higher density western neighbourhood, including the commercial area.
10. These transects translate into a hierarchy of street types. Thus along the main primary street buildings are typically proposed to be set apart by 17m to 18m with a 6.1m carriageway, 2.4 m parking bays either side interspersed with tree planting, 2.2 m footways and short frontages of 1.0m to 1.5 private areas as defensible space to individual properties. The carriageway and footways would be set at a single level without kerbs and speeds limited to 20 mph, to emphasise that pedestrians and cyclists have equal priority with vehicular traffic. The street would however permit new and extended bus routes to operate within them. Buildings along this primary street would typically be on 3 and occasionally 4 floors.
  11. Adjoining the primary street two secondary streets are identified which would be of sufficient proportions to permit terminating buses on new or extended routes to loop around them for return journeys. These streets are located around the commercial centre to the west and south of the new primary school where building to building distances are reduced to 14.5m with car parking bays to one side of the street only and footways of 2.2m with kerblines and short private areas to buildings of between 0.75 to 1.5m. Buildings would typically be of two storeys for the residential accommodation, but up to 4 or 4.5 storeys for the commercial buildings where there is flatted accommodation above.
  12. A third, tertiary level of street would encompass the remaining, and bulk of, the residential areas with 9.0m to 12.0m building to building distances in a cycle and pedestrian friendly mews type of environment designed for speeds of no more than 10 to 20mph. Kerblines would not be present and surfaces would be of porous paving, again with tree planting interspersed with an amount of car parking.
  13. The Design Code goes on to define how public areas such as green areas, "pocket parks" and squares fronting the commercial area and primary school are to be laid out, as well as detailing how play areas, car and cycle parking, street furniture and landscaping are also to be set out.
  14. In relation to the buildings the development is intended:
    - to display traditional building forms with materials in the local vernacular, but with the potential, and intention, for reinterpreting traditional elements in a contemporary fashion;

- to possess a clear rationale in the treatment of buildings, especially individual houses which in the main would feature pitched roofs;
  - to provide cycle and bin storage and utility boxes designed as an integral part of the whole;
  - that new buildings demonstrate Secured by Design compliance, and to achieve the latest requirements set out in the Code for Sustainable Homes, Buildings for Life Gold Standards and Lifetime Homes standards. Non domestic buildings should attain a minimum BREEAM Very Good and meet the minimum Natural Resource Impact Analysis (NRIA) criteria.
15. A mix of traditional materials is required by the Design Code with red or buff brickwork for the majority of houses, but with some render and natural/reconstituted stone allowed. To the northern side of the primary street along a short, central section, 100% light/buff brickwork is proposed with the streets extending north towards the northern boundary of the application site possessing a mix of stonework and buff brickwork with a small amount of render permitted. For the gateway buildings anchored at the new access from the A.40, and for the commercial development and primary school, these are intended to contrast with the residential accommodation and be faced in either render or natural/reconstituted stone. On points of detail use of UPVC or GRP is not permitted. Photovoltaics, whilst supported, have to be flush with roof structures and not stand proud of them, i.e. as an integral part of the roof structure.
16. A full Environmental Impact Assessment (EIA) had been undertaken in support of the proposed development. The outline planning application was therefore accompanied by an Environmental Statement (ES) and the Environmental Information (EI) was taken into consideration prior to granting that permission. As a reserved matters application the Council must consider whether the EIA it already has is adequate to assess the environmental effects of the development. As the submitted EIA is recent, up to date and there have been no material changes in circumstances, it is considered that a further ES is not required.

## **PROPERTY HISTORY**

17. The following applications are relevant to the site:
- 13/01383/OUT - Outline application (seeking means of access) for the erection of: A maximum of 885 residential units (Class C3); a maximum of 2,500 sqm gross Class A1, A2, A3, A4 and A5 uses (with a maximum of 2,000 sqm gross foodstore Class A1); a maximum of 50 extra care housing units; a maximum of 7,350 sqm GEA hotel (Class C1); a maximum of 3,000 sqm GEA Class D1, D2 floorspace (community hub and primary school); in development blocks ranging from 2 to 5 storeys with associated cycle and car parking, landscaping, public realm works, interim works and associated highway works. (Additional information - Landscape and Cultural Heritage Statement). PER

18th October 2013.

- 13/01383/CND - Details submitted in compliance with condition 5 (Phasing and Implementation Strategy) of outline planning permission 13/01383/OUT. PER 20th November 2014.
- 14/03201/RES - Details of reserved matters (layout, scale, appearance and landscaping) for a scheme of Enabling Infrastructure Works (such as utility services, earthworks, drainage/attenuation and roadworks), pursuant to conditions 3 and 4 of the outline planning permission for the mainly residential development of the site (13/01383/OUT). More specifically these works comprise:-
  - a) the primary street, street furniture, on-street parking, street lighting, surface water drainage swales, associated landscaping and surface finishes;
  - b) green infrastructure, the linear park, greenways, hard and soft landscaping, footpaths, cycle paths and ecological improvements;
  - c) landscaping details for the approved A40 junction;
  - d) buried services and utilities, foul and surface water drainage, water channels, ponds, sustainable urban drainage systems and underground storage tanks.

This reserved matters application (14/03201/RES) is accompanied by the following additional submissions in relation to conditions and non-material amendments to the above mentioned outline permission:-

- i. condition 11 - tree protection (13/01383/CND2);
  - ii. conditions 24 - site-wide surface water drainage scheme (13/01383/CND3);
  - iii. condition 25 - enabling infrastructure phased surface water drainage system (13/01383/CND2);
  - iv. condition 26 - site-wide foul water drainage strategy (13/01383/CND3); and,
  - v. non-material amendments to approved A40 junction e.g. omission of splitter island (13/01383/NMA). PER 23rd February 2015.
- 13/01383/CND3 - Details submitted in compliance with conditions 24 (Site Wide Surface Water Drainage Scheme) and 26 (Site Wide Foul Water Drainage Strategy) of outline planning permission 13/01383/OUT. PER 19th February 2015.
  - 13/01383/CND2 - Details submitted in compliance with conditions 11 (Tree Protection Plan) and 25 (Phased Surface Water Drainage) of outline planning permission 13/01383/OUT. PER 19th February 2015.
  - 13/01383/CND4 - Details submitted in compliance with conditions 38 (Repeat Ecological Surveys) and 39 (Habitat Creation) of outline planning permission 13/01383/OUT. PER 3rd August 2015.
  - 13/01383/NMA - Non-material amendment to outline planning permission 13/01383/OUT involving the omission of splitter island from A40 improvements. PER 19th February 2015.

- 13/01383/CND6 - Details submitted in compliance with condition 28 (Ground contamination and remediation) of planning permission 13/01383/OUT. PER 14th August 2015.
- 13/01383/CND5 - Details submitted in compliance with condition 22 (Construction Environmental Management Plan) of outline planning permission 13/01383/OUT. PER 1st May 2015.
- 13/01383/CND7 - Details submitted in compliance with condition 40 (Archaeology) of planning permission 13/01383/OUT. PER 16th March 2015.
- 13/01383/CND8 - Details submitted in compliance with condition 29 (Air Quality) of planning permission 13/01383/OUT. PER 27th March 2015.
- 13/01383/CND9 - Details submitted in compliance with conditions 38 (Repeat Ecological Survey) and 39 (Habitat Creation) of planning permission 13/01383/OUT. WDN 7th July 2015.
- 13/01383/CND11 - Details submitted in compliance with condition 35 (Protection of Sidings Copse) of planning permission 13/01383/OUT. PER 9th November 2015.
- 13/01383/CND12 - Details submitted in compliance with condition 37 (Training and Employment) of planning permission 13/01383/OUT. PCO.

## **OFFICERS ASSESSMENT**

### **The Proposal**

18. The proposals now before the Committee for determination is the second reserved matters on the site seeking approval for details of reserved matters (layout, scale, appearance and landscaping) for the first phase of the Barton Park development, pursuant to Condition 3 of outline planning permission 13/01383/OUT.
19. The works comprise the construction of 237 residential units (Class C3) and associated means of access and highways works; car and cycle parking; hard and soft landscaping; public realm works and ancillary structures.
20. The submission also seeks approval of conditions 6 (materials), 9 (landscaping), 11 (tree protection plan), 12 (Landscape management plan), 15 (Lifetime Homes), 16 (Car Parking standards), 17 (Cycle Parking standards), 23 (Sustainability and Energy Strategy), 25 (Phased Surface Water Drainage Scheme), 27 (Flooding), 32 (Noise Attenuation) and 39 (Habitat Creation) in relation to this phase of the development (ref.: 13/01383/CND13)

### **Determining Issues**

- 21. Whether the proposals meet the vision and objectives for the Barton Park development as expressed in the Core Strategy, the Barton AAP, and the outline permission together with the Masterplan, Parameter Plans and Design Code.
- 22. The submission is acceptable in terms of the conditions listed above.

**Assessment**

Layout, Scale and Appearance

*Layout*

23. The layout of Phase 1 of Barton Park is directly informed by the analysis of the site, the surrounding areas and other successful residential areas in Oxford. The layout also responds to the outline planning consent and specifically the accompanying Design Code and Transect Zone plan. Four distinct areas are formed as a result (Figure 1) and are discussed further below.



Figure 1: Resulting four distinct areas.

24. The layout of phase 1 of has also been developed through the creation of a series of character areas. Each character area contains site-specific building and landscape typologies. The character areas and typologies are designed to respond to their specific context and location within the wider Masterplan. Each building and landscape typology has further been designed to fit in with and reflect the urban concept of each character area. There are five character areas (figure 2):

- i. Urban Block Edge
- ii. Linear Park Edge

- iii. Primary Square
  - iv. Mews, courts and lanes
  - v. Greenway Edge
25. There are 3 Marker buildings in the Masterplan, positioned within the site thresholds; the Urban Block Edge and the Linear Park Edge (Figure 2).

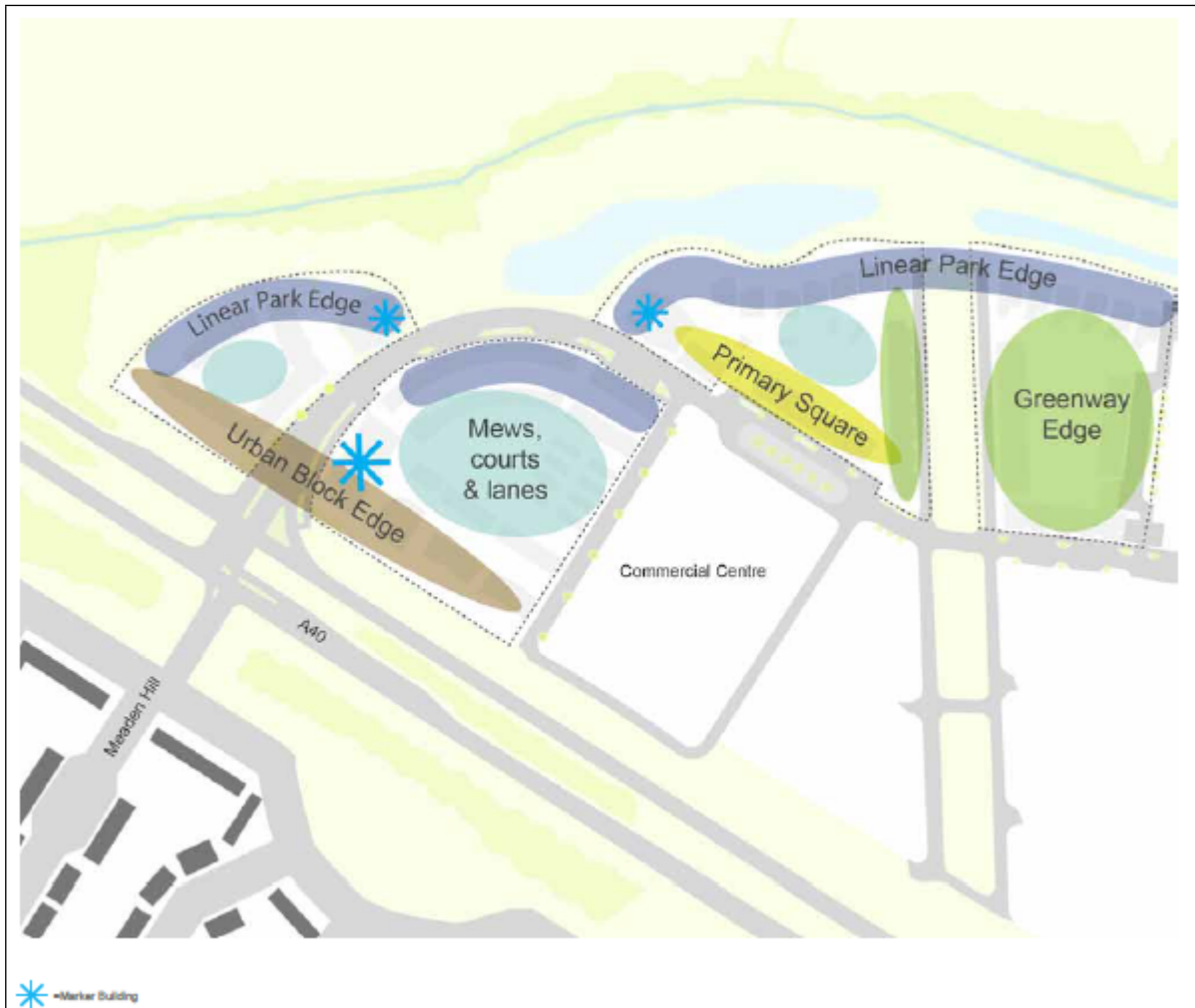


Figure 2: Character areas and marker buildings

26. The first Marker building along the Urban Block Edge is up to five storey made up of three buildings and is the highest building in the Masterplan. Two further Marker Buildings along the Linear Park Edge are book-ending the crescent, acting as a frame to the Park view. They sit in direct contact with the landscape and bring urbanity to the countryside edge.
27. The layout of the proposed development has been designed to optimise solar orientation, ensuring natural light to as many homes as possible. Dual aspect homes have been maximised.
28. Views across the Linear Park, Gladstone Gardens, Commercial Square and the Greenway have been utilised for as many units as possible over a range of tenures and sizes. Over 50% of the units provided in Phase 1 will directly overlook public green space and the majority of the new units will have a view

of green open space. All homes have access to private amenity space.

29. With regards to the new units fronting the A40, there will be no bedrooms with windows facing the road, with non-habitable rooms, such as kitchens and bathrooms, instead facing onto the A40.
30. The principle of a hierarchy of streets and the location of open spaces has been set out in the Masterplan. The interpretation of this and the subsequent detailing of the streets and spaces and their relationship to buildings and boundaries has created a legibility that will result in an interesting, high quality place.

#### *Scale*

31. The building heights have been dictated by the provisions of the parameter plans of the outline planning permission, which require the gateway buildings and the primary street to be key locations for place shaping elements such as taller buildings, to promote distinctiveness and legibility around the main entrance from the A40 and Primary Street.
32. The entrance to Barton Park is marked with the only five storey building on the Phase 1 site. Heights are maintained at three to four storeys along the Primary Street, as prescribed by the Design Code. The Linear Park is bookended by four storey apartment buildings; the remaining buildings adjacent to the Linear Park are two and three storeys, in keeping with the local context of Barton, Northway and Headington.
33. The proposed building heights comply with the maximum AOD heights prescribed by approved Parameter Plan 6 of the outline planning permission.

#### *Appearance*

34. Brick is used extensively throughout Phase 1. Predominately textured buff in colour, this is contrasted with shimmering grey-blue, textured red-brown and dark grey to provide accents at key locations throughout the development.
35. Grey/blue brick is used for the Northway urban block at the site entrance and the two lantern buildings located on the linear park edge.
36. Brick banding has been introduced at the base of the crescent building. This building sits on a prominent position on the edge of the Primary St, adjacent to the linear park and framed by the two lantern buildings.
37. Textured red/brown brick provides subtle variation throughout Phase 1. Providing contrast within the street scene along the linear park edge, greenway and Gladstone Gardens.
38. There is a strong but restrained material palette that will provide a distinctive identity and clear sense of place for the development. Most of the materials proposed seem to have a clear reference to Oxford. There are some strong contrasts, but this is justified in terms of creation of distinctive elements, which increase the legibility of the development. As per condition 6 of the outline

permission samples will still need to be submitted.

#### *Area A*

39. In plan this area presents a strong, single block with a hard, unbroken perimeter, the overall height sits consistently at four storeys. In contrast to the plan form the architecture has permitted strong articulation, breaking up the outer façade into a series of individual buildings in which elements, in particular windows present a variety of expressions giving interest and taking advantage of views and facades are angled thus reducing the sense of a monolithic wall of building.
40. The design of the internal facades has been simplified and the space within the block is divided into private gardens for individual dwellings with a small area of open space at the foot of the southern range of building which is functional, providing a softer edge at the entrance to the apartment buildings, still having an urban character.

#### *Area B*

41. The plan form here opens up with a varied mix of interesting building typologies. The outer edge that faces onto the A40 provides the defensive block, the hard urban edge. The individual buildings that address the road are larger than those in Area A with definite gaps between them setting up a very different rhythm to the main road. The architectural devices of angled building facades with a variety of elements, windows, doors and balconies set within the building's outer skin to provide privacy on what is a very public façade. They also provide continuity with the other areas of the site and the sense that this is a single place not a series of different areas.
42. The use of a darker brick on the facades of the building block that marks the entrance to the site is certainly distinctive and this distinction permits visual connection and legibility further into the development. .
43. The bonus open space at the heart of this area has been thoughtfully designed to give benefit to a multitude of residents and users and this is extremely valuable. The intriguing housing typologies take advantage of views and maximise the possibility for private open space as well as giving important vitality to internal streets and spaces.
44. Views of the development from and across the green ribbon of linear park that runs along the northern edge of the entire site, as well as more distant views across open countryside have not been forgotten. The strong, classical form that takes reference from the more formal developments within the city, a bookended crescent of townhouses, roots the development in the wider context of Oxford. The clever connection of all three areas, A, B and C through this element of the design is well considered.

#### *Area C*

45. Here buildings become more spaced, allowing important views both into and out of the area or block. There is a strong edge to the principal street with a more broken plan to the open park. Private spaces dominate with more



limited opportunity or indeed possibly need for public open space within the block. The buildings predominantly look out over the open spaces at the edges of the area.

46. The design has clearly developed from the Masterplan with subtle changes in building line and the opening out of spaces between buildings to increase the sense of connection to the spaces beyond the edges of the block, the commercial centre to the south, the linear park to the north and the wide “greenway” that bisects the site at this point.
47. The design of a series of individual houses tightly spaced along the western edge of the greenway creates the strong sense of a terraced street, again a reference to patterns of urban form characteristically found across the city and the connection to a tighter terrace on the eastern side of the same open space completes the “street” but also links the two areas providing a sense of continuity.
48. At the southern edge of the area the design offers an unbroken terrace of buildings, designed to provide the possibility of including commercial or semi-commercial uses at ground floor addressing a square bounded to the south by the commercial space. The fact that this terrace steps back from the building line at each end echoes the pattern of a classical composition, repeated throughout the site, and the tight rhythm of these buildings echoes the formality of a “parade of shops”. The presence of the “square” gives the opportunity for a change in the landscape of the primary street providing interest, creating another, distinctive place within the site.

#### *Area D*

49. Reference has already been made to the value that the western terrace in this block makes to the green street. This is a block of terraces, albeit of very different scales. No public open space is offered although all the buildings offer “front gardens” to their respective streets.
50. The building pattern has stronger similarity to that of the neighbouring suburban areas of the city, unashamedly individual houses with private gardens backing onto each other creating a valuable potentially green space in the centre of the block.
51. Building design have taken every opportunity to create a variety of private open space for the dwellings which is commendable and to take advantage of good views by raising accommodation over covered parking areas. The success of some of the individual elements, particularly the dominating series of box dormers that punctuate the terrace rooflines will depend on the detailed design, setting of windows in reveals and detailing of edges, which should result in a simple elegance that will counterbalance their scale.
52. Overall the design has responded well to the principles set out in the Masterplan and the Design Code and has taken opportunities to create interesting buildings and spaces that respond well to each other resulting in the potential for a high quality environment. How the current proposal

complies with the Design Code is summarised at **Appendix 12**.

### Landscaping

53. The landscape strategy for the Barton Park development seeks to draw upon the existing landscape context with objectives to:
- maintain existing key landscape features such as mature hedgerows as much as possible;
  - address and mitigate the impact of the development on the local landscape;
  - retain all public rights of way within the site and create new routes;
  - retain and enhance existing habitats;
  - provide appropriate strategic landscape planting;
  - enhance the open space network; and
  - provide additional play opportunities.
54. One of the key and unique landscape features of the development is the linear park extending along the northern boundary of the application site along the line of the Bayswater Brook (approved under 14/03201/RES). It seeks to create an informal recreational area with cycle and footpath routes extending to Barton Village Road with links through to the Play Barton recreational area to the east. The linear park will occupy some 3.89 ha. in total, or 10% of the development site, and provide both informal and formal recreational areas. The planting of trees, grassland and wildflowers and the creation of flood attenuation ponds along the linear park would also introduce new habitats along the line of the brook in line with policy BA4 of the AAP.
55. The retention of 3 north-south aligned green corridors (or "greenways") retaining existing lines of trees, hedgerows and ditches penetrating into the heart of the development will provide physical links with the wider landscape setting and references to the previous use of the land for agricultural purposes. These were approved under 14/03201/RES.
56. Phase 1 includes part of the western greenway which in this phase is 21m wide and some 112m long and will continue down to the A40 in other phases. The western greenway for will be some 283m in length and approximately 20m in width, running from the linear park in the north to a point just north of the A40 in the south, interrupted only by the primary street running east -west across the application site.
57. The ditches along these greenways would retain existing hydrological and ecological conditions and would not be used for attenuation purposes. As with the linear park the greenways would provide important habitats and feeding corridors for wildlife.
58. Landscape proposals have been developed in line with the design principles set out in the Design and Access Statement, to provide spaces which contribute to the overall sequence and character of open spaces across Barton Park. As part of Phase 1 smaller intimate spaces are provided to broaden the range of spaces, creating opportunities for doorstep play and

socialising between neighbours.

59. As well as streets and shared surface areas, the key open spaces within Phase 1 include:
- A public garden within Gladstone Gardens (within Area B);
  - A communal roof garden within the podium building fronting the A40 junction (within Area B);
  - A communal garden for the apartments in Area A.
60. Gladstone Gardens has been designed as a public garden at the heart of the new residential community and will be an ecological community garden with play and social activity opportunities. Following discussion with OCC tree officer additional species have been specified within Gladstone Gardens.
61. The Northway urban block will have a secure communal roof garden for residents of the apartment buildings in this block. Pockets of space will be created allowing different groups of people to enjoy the garden at the same time. Small trees are arranged along seating areas to provide shade and 'cover' to reduce the feeling of being overlooked from the apartments above and will also provide visual amenity for the apartments above. Low walls will frame the lawns and planting beds, creating opportunities for seating and informal play. Lawns provide space for relaxing and play. A high wall on the southern end of the garden will help mitigate against traffic noise from the A40. Open railings to the northern side will provide a visual connection to Gladstone Gardens.
62. The apartment blocks in Area A will have a communal garden providing amenity space serving residents of these buildings. The garden includes an area for socialising with a bench and table, as well as a lawn for door step play. The space is framed by hedges and tree planting.
63. Officers are assured that the landscape management plan will deliver high quality landscapes that will enhance amenity and biodiversity value, respecting and improving connectivity with the surrounding landscape and are therefore consistent with the outline permission, Design Code and landscape masterplan.

## **Other Issues**

### Density

64. Parameter Plan 5, approved as part of the outline planning permission, sets out the density for homes across the site. The majority of the Phase 1 site is designated as higher density development at around 60 to 70 dwellings per hectare (dph). The area to the west of the Greenway comprises 195 units on 2.93 hectares; a density of 66.5 dwellings per hectare, which is in accordance with Parameter Plan 05 requirement of 60-70 dph for this area. To the east of the Greenway, 42 units are within an area of 0.9 hectares, which results in a density of 46.8 dph in line with the Parameter Pan 05 requirement of 40-50

dph in this area.

### Lifetime Homes

65. The SHP requires that all new dwellings must meet Lifetime Homes standards with at least 5% being either wheelchair accessible or easily adaptable to wheelchair use. Half of that figure should be market housing. The AAP is less prescriptively worded however, stating only that all new homes should be built to this standard as far as possible.
66. All housing on the site is designed to comply with Building Regulations Approved Document M and revised Lifetime Homes Standards 2010. The wheelchair units have all been located at ground floor level for ease of access and are a mixture of 1 and 2 bedroom flats. The units are spread evenly throughout the phasing and have been calculated as 5% of the total units across both tenures resulting in the following schedule:

	<b>Market</b>	<b>Affordable</b>	<b>Overall</b>
<b>1 bed</b>	3	1	4
<b>2 bed</b>	4	4	8
<b>Total units</b>	7	5	12
<b>% of units</b>	<b>4.93%</b>	<b>5.26%</b>	<b>5.06%</b>

### Affordable Housing/Balance of Dwellings

67. A minimum figure of 40% affordable accommodation was established in the AAP. The mix of market and affordable accommodation in terms of the proportion of variously sized units is also established in the AAP and is broadly in line with that of the Balance of Dwellings SPD which applies elsewhere in the City. The legal agreement also secured the affordable accommodation and requires an Affordable Housing Reserved Matters Strategy (AHRMS) be submitted with each Reserved Matters Application which has duly been submitted with this application. It also prescribes that the locations of the Affordable Dwellings should be integrated into the Phase as a whole and that individual groups of Affordable Dwellings do not exceed 15 in number for houses and 20 in number for flats.
68. Throughout Phase 1 substantial endeavours have been made to create a tenure blind approach to the external appearance of the dwellings. The open market and affordable dwellings will share the same palette of materials, and in numerous circumstances the exact same building typology is used across both tenures.
69. In total, 237 residential units are proposed comprising 142 market housing units and 95 affordable housing units across a range of unit sizes and housing typologies to create a mixed and balanced community. The affordable housing mix is in line with requirements, with the 95 social rent units (40%)

provided over a mixture of house types and sizes, including a large number of family homes.

	1 Bed	2 Bed		3 Bed	4 Bed	5 Bed	Total
	Flats	Flats	Houses	Houses	Houses	Houses	
<b>Market</b>							
Total	10	64	11	43	10	4	142
<b>Affordable (Social Rent)</b>							
Total	13	54	2	24	2	0	95
<b>Overall Total</b>	<b>23</b>	<b>118</b>	<b>13</b>	<b>67</b>	<b>12</b>	<b>4</b>	<b>237</b>

Table 4.1 Schedule of Accommodation

70. The housing mix is set out in the table below.

	Market	Affordable	Overall
1 Bed	4.2%	5.5%	9.7%
2 Bed	31.6%	23.6%	55.3%
3 Bed	18.1%	10.1%	28.3%
4+ Bed	5.9%	0.8%	6.8%
	<b>59.9%</b>	<b>40.1%</b>	<b>100%</b>

Table 4.2 Unit Mix

### Car Parking

71. In accordance with the Transport Assessment, it was agreed at outline planning stage that a maximum of 1.9 car parking spaces per residential unit would be provided across the site. Exceeding this level would call into question the findings of the Transport Assessment and the proposed mitigation by virtue of increasing the traffic generation of the site.
72. The proposal includes for the provision of a maximum of 1.5 car parking spaces per residential unit across Phase 1, with a mixture of on-plot parking, parking courts, podium parking and on-street parking.
73. The tables below copied from the Planning Statement (December 2015) prepared by AECOM shows the parking provision proposed with Phase 1.

Requirement	Compliance Criteria	Phase 1 RMA
Overall maximum car parking ratio (for Phase 1 only)	1.5 spaces per unit	1.37 spaces per unit
Maximum car parking ratios per unit type	1 for 1 beds & 2 for 2+ beds	1 for 1 beds & 1-2 for 2+ beds
Minimum requirement for unallocated visitor parking	0.2 spaces per unit	0.57 spaces per unit

Table 4.4 Compliance with Car Parking Requirements

Bedrooms	Total No. of Units	No. Units with 0, 1 or 2 allocated spaces			Allocated Spaces	Unallocated Spaces	Total Spaces	Spaces per Dwelling
		0	1	2				
1	23	16	7	n/a	7	16	23	1.00
2	131	54	77	0	77	54	131	1.00
3	66	15	29	22	73	15	88	1.33
4+	17	0	0	17	34	0	34	2.00
Secondary St	0				0	12	12	
Primary St	0				0	37	37	
<b>Total</b>	<b>237</b>	<b>85</b>	<b>113</b>	<b>39</b>	<b>191</b>	<b>134</b>	<b>325</b>	<b>1.37</b>

Table 7.5 Car Parking Ratios by Unit Size

74. Phase 1 therefore provides a total of 325 car parking spaces of which 191 spaces are allocated and 134 spaces are unallocated. This level of parking is in accordance with the maximum levels set at the outline planning stage.

#### Access and Adoption of Highways

75. The parcels which form Phase 1 will be access directly from the Spine Road which runs through Barton Park. The Spine Road received detailed planning permission under a separate planning application and is accessed directly off the A40 via a signalised junction.
76. The current reserved matters application seeks permission for the secondary and tertiary roads within the parcels which form Phase 1. The county council has been engaged in a number of pre-application discussions with the developer and project team to ensure that the secondary and tertiary roads are designed to adoptable standards.
77. The adoption of these roads and the on-street parking bays is critical to the implementation of the Residents Parking Zone (RPZ) which was agreed at outline planning stage. The RPZ will help control the level of traffic generated by the site by virtue of preventing indiscriminate parking across the development. The RPZ will be controlled and enforced by the county council once the roads are adopted allowing only residents or their visitors to park within the designated spaces. It will also cover a number of short stay on-street parking bays.
78. In the interim period prior to the roads being adopted by the county council and the occupation of the dwellings, the developer is required to implement, maintain and enforce the RPZ to ensure correct parking behaviours are enforced from the outset and ensure Phase 1 does not hinder the delivery or function of the RPZ when the roads are adopted.
79. A number of issues raised by the Road Agreements Team at pre-application stage have been addressed with the submitted layout, these include the design of the on-street parking bays, widths of the secondary and tertiary roads, design of the roads to accommodate larger vehicles such as refuse collection lorries. However, there are remaining issues that will need to be addressed at technical approval stage to allow the roads to be adoptable. These will be discussed and resolved with the developer at technical approval for the Section 38 Agreement (adoption of roads).

#### Cycle Parking

80. The Design Code requires the provision of a minimum of 3 parking spaces per dwelling of 3+ bedrooms and 2 spaces per dwelling for 1 and 2 bed units. The level of cycle parking meets the requirements of the Design Code and Policy HP15 of the SHP.
81. The proposal provides secure and covered cycle parking for all dwellings.

Cycle parking storage for apartment buildings is located next to entrances and larger dwellings are provided with garages which have sufficient room for cycle storage. Larger units which do not have garages are provided with lockable stores in gardens. Furthermore, cycle stands for visitors are provided at Gladstone Gardens and near apartment buildings.

### Residential Amenity

82. The design of the proposed house types has evolved through the application of the Design Code as well as the requirements of policies HP12, HP13 and HP14 of the SHP. In summary:
- No single dwelling or one bed unit provides less than 39m<sup>2</sup> of floorspace (measured internally),
  - No single family dwelling<sup>1</sup> provides less than 72m<sup>2</sup> floorspace (measured internally) to reflect agreed specifications with OCC;
  - All units have been designed to provide a kitchen and at least one bathroom, adequate storage space, generous floor to ceiling heights and maximise window openings to optimise natural lighting;
  - All units have their own lockable entrance;
  - All 2+ bedroom houses include a private garden and in some cases include supplementary amenity space in the form of balconies and terraces for exclusive uses by respective occupants;
  - All 3+ bedroom flats include a private balcony or terrace of usable space and access to either a communal garden, Gladstone Gardens or the Linear Park;
  - All 1 and 2 bedroom flats include either a private balcony or terrace of usable space in addition to access to either a communal garden, Gladstone Gardens or the Linear Park;
  - The layout of the Phase 1 masterplan optimises solar orientation, ensuring natural light to as many homes as possible. Shallow plan apartments provide excellent daylighting; with tall windows, dual aspect rooms and high ceilings all helping to create light, airy and healthy internal environments. Dual aspect homes have been maximised. Furthermore, the balconies on the frontage of the A40 assist in reducing solar shading;
  - Boundary treatments, such as walls, hedges and fences, have been designed to provide sufficient privacy to residents without creating any significant overshadowing. All boundary treatments are in line with Secured by Design requirements;
  - All residential units have been designed to meet Building for Life Gold Level
83. Given the high density and urban nature of the development, with some buildings at the western end rising to four and five storeys, some instances of overlooking and overbearing issues are evident in limited places. These issues were raised at pre-application discussions and were adequately addressed in most instances, by the orientation of the buildings, their design, screening and boundary details.
84. The proposed development is therefore considered acceptable in residential amenity terms in that it meets the requirements of the AAP, the design code, the parameters plan and the SHP.

## Ecology/Biodiversity

85. Condition 39 of the outline planning permission details of measures to encourage wildlife and biodiversity in accordance with the environmental mitigation and management. Such a plan was submitted with this reserved matters application.
86. Officers raised some concerns with regards to the number of bird and bat boxes provided and the benefits for bird habitats. As a result the following comments were received and the Management Plan subsequently updated.
- An increased quantity of bird and bat boxes at the identified locations, with overall quantities stated with-in section 4, and quantities per location stated within the legend of the associated plan.
  - Clear clarification that the Ecology Enhancement plan relates to those areas within the red line boundary of the phase 1 application and therefore excludes the mature trees, mature hedgerows, wildflower meadows, ponds and other water elements across the wider Barton Park development.
  - Clarity on the benefits provided by the landscape planting and private gardens for bird habitats.
87. Ecological enhancements focus on the provision of bird and bat boxes within the development. Officers have secured an increase in the numbers of boxes being provided in order to improve the opportunities for bats and selected bird species within the development. Careful consideration has been given to suitable designs/specifications of the boxes, and their siting and installation in order to maximise their usage.

## Flood Risk and Drainage

88. Officers raise no objections to the proposal in terms of flooding and surface water drainage and commend the extent of green roofs, grassed areas and permeable paving.
89. However two issues relating to possibility of treatment of surface water from residential roads within the application site, rather than draining it through a piped system; and whether there are other opportunities to incorporate further SUDs within these plots were raised.
90. The applicants have confirmed that on the first point there is no possibility of surface water filtration from the residential roads due to the adoption requirements by the adopting highways authority; and the applicants have maximised all possible permeable areas within the four parcels, including gardens and permeable surfacing as well as the creation of Gladstone Garden which was an additional bonus to the original specification for the development.
91. Officers consider that the proposal is satisfactory in terms of flooding and surface water drainage issues, it will not add to flooding problems elsewhere.



The proposal has been designed to accord with the site's drainage strategy and accords with the AAP, policy CS11 of the OCS and NE12, NE13 and NE14 of the OLP.

### Sustainability and Energy

92. Policy CS9 of the OCS sets out a commitment to optimising energy efficiency through a series of measures including the utilisation of technologies that achieve Zero Carbon developments. A key strategic objective in the Core Strategy seeks to maximise Oxford's contribution to tackling the causes of climate change and minimise the use of non-renewable resources.
93. Energy use in new development can be further reduced by appropriate siting, design, landscaping and energy efficiencies within the building. New developments, including conversions and refurbishments, will be expected to achieve high environmental standards. Policy HP11 of the SHP states all development proposals must submit an energy statement to show how energy efficiencies have been incorporated into the development.
94. Condition 28 of the outline permission requires an Energy Statement and NRIA along with a strategy to demonstrate that across the totality of the development the overall target of 20% of energy requirements will be delivered through on-site renewable or low-carbon energy sources. Each subsequent reserved matters application will be required to update this strategy and identify its renewable energy contribution, set against the site wide cumulative contribution.
95. Since the granting of the outline planning permission the City Council has prepared a Technical Advice Note on Energy Statements (TAN 2) which provides guidance on the requirements of Policy HP11. Paragraph 3.7 of TAN 2 states that for the purposes of Energy Statements 'energy needs' are considered to be the total energy used in the building (i.e. both regulated and unregulated energy).
96. Policy HP11 confirms the NRIA no longer applies to residential developments after 1st October 2013. From this point, the Energy Statement replaces the NRIA checklist as the means of assessing sustainability criteria. TAN 2 confirms the Energy Statement will replace the checklist from October 2014, following improvements to Part L of the Building Regulations. An energy statement has been submitted as part of this reserved matters application.
97. The submitted Energy Statement calculates the energy performance of the new homes using the Standard Assessment Procedure (SAP) and sets out the energy strategy for the Proposed Development, including the options reviewed for reducing carbon emissions through energy efficiency measures and low/zero carbon technologies. The Energy Statement considers regulated and unregulated energy sources from the Proposed Development and follows guidance set out within TAN 2.
98. In summary, initial SAP calculations indicate that all dwellings will pass Part

L1A of the Building Regulations (2013) and exceed 25% improvement for Target Emission Rate (TER) over Dwelling Emission Rate (DER), and will achieve either a level A or B rating. Energy use within new homes will be supplied through highly efficient boilers, low-energy light fittings and natural ventilation systems in addition to top-rated white goods. Furthermore, the build fabric is envisaged to be better than Building Regulation standards.

99. In terms of renewable energy, a number of technologies have been investigated for their suitability including ground and air source heat pumps, CHP community heating, solar thermal, biomass heating and photovoltaic panels (PVs). It is proposed that the integration of PVs is the most appropriate and efficient means of meeting 20% of the Proposed Development's regulated and unregulated energy needs. The Energy Statement confirms the integration of PVs will deliver a 24% reduction in total energy needs by renewable technologies, in accordance with Policy CS9, Policy HP11, TAN 2 and Condition 23 of the outline planning permission.
100. In addition to energy efficiency, the design process for the Proposed Development has been carried out with the overall policy aims of sustainable development in mind. This can be summarised as follows:
- Shallow plan apartments provide excellent daylighting; with tall windows, dual aspect rooms and high ceilings all helping to create light, airy and healthy internal environments;
  - Ventilation will be through natural ventilation, where possible, or in certain locations where increased noise is prevalent, mechanical ventilation heat recovery units will provide background ventilation whilst mitigating and adverse impacts of noise;
  - The use of green roofs, which also forms part of the sustainable urban drainage strategy;
  - Internal water use minimised through the use of low-water appliances;
  - New homes will be equipped with dedicated home working zones, often as a separate room and complete with the ability to connect to fast broadband;
  - The design of all homes will be to lifetime homes standards, incorporating the ability for them to be adapted in the future should a person's circumstances change. Additionally, 5% of all homes across tenures are wheelchair adaptable;
  - All homes incorporate a proportion of private amenity spaces, with certain properties benefiting from numerous external spaces or additional shared external amenity space, as described above;
  - Cycle and pedestrian routes around the site have been designed to take priority over vehicles;
  - The inclusion of increased secure cycle storage in all new homes rather than an excess of car parking spaces.

### Air Quality

101. A key theme of the National Planning Policy Framework is that development should enable future occupiers to make "green" vehicle choices and "incorporate facilities for charging plug-in and other ultra-low emissions

vehicles” (paragraph 35).

102. The whole of the city has been declared an Air Quality Management Area due to a failure to meet the National Air Quality Objective for annual mean nitrogen dioxide. Oxford City Council’s Air Quality Action Plan 2013 commits to seeking to ensure that new developments make appropriate provision for walking, cycling, public transport and low emission vehicle infrastructure e.g. Electric Vehicle charging points.
103. Phase 1 has incorporated the provision for electric vehicle charging points within the scheme design development. All houses with on plot allocated parking will be provided with the capacity for the easy installation of an electric vehicle charging point. This will be provided within garages or in close proximity to on plot parking to facilitate such charging. This will be complementary to the charging point within the commercial square adjacent to Phase 1.

### Noise

104. Policy CP19 of the OLP states planning permission will not be granted for residential development where the future occupiers would be likely to suffer from substantial nuisance from noise, and policy CP21 states proposals for noise sensitive developments should have regard to existing sources of noise, internally generated noise and the need for appropriate sound insulation measures.
105. Condition 32 of the outline permission requires the submission of a detailed noise mitigation scheme to protect the development from noise emanating from the A40 and/or from the substation. A Noise Mitigation Report has been submitted.
106. Although the buildings fronting the A40 are set back some 25 metres with landscaping between the buildings and the road, the noise levels demand that the units have to be very carefully considered in relation to living arrangements, windows and balconies and access to outside open spaces. A key principle that has driven the design of new homes in Phase 1 has been that there are no bedrooms and amenity spaces fronting the A40.
107. The Noise Mitigation Report is based on a 3D noise model constructed to facilitate the assessment of the potential impact of existing environmental noise sources on the new homes in Phase 1. The results from the noise model have been used to predict the external ambient noise levels at the façades of the proposed homes, and to specify suitable glazing and ventilator types to achieve appropriate internal noise levels. Ambient noise levels in external amenity spaces have also been predicted and suitable mitigation measures have been recommended, where appropriate.
108. With regard to noise generated by the substation the distance to the nearest proposed homes is likely to sufficiently attenuate the noise generated by the substation and ensure acceptable internal noise levels in habitable spaces.

The podium garden has been designed to ensure that noise levels within this communal space are below the required threshold and will therefore be well utilised by residents.

109. The Proposed Development includes a bespoke glazing and ventilation strategy for those buildings fronting the A40 to ensure that noise levels in all internal habitable spaces meet the required design standard. Noise limits are met through a combination of the following mitigation measures:
- Increased separation distance between the A40 and the site frontage;
  - The configuration of residential buildings, such that noise levels in private and communal amenity spaces are minimised;
  - The building façade together with the glazing specification (including framing) is specified to achieve effective sound reduction where appropriate;
  - Ventilation has been incorporated into the design of apartments that will contribute to sound reduction, where appropriate;
  - 1.8 metre high acoustic fencing included at the perimeter of garden spaces;
  - Inclusion of a three metre acoustic barrier at the southern boundary of the Northway urban block to ensure adequate noise levels in the podium amenity space.
110. The proposed measures meets the requirements of Condition 32 of the outline permission and accords with policies CP19 and CP21 of the OLP.

#### Land Quality

111. Condition 28 (Contaminated Land) of Planning Permission 13/01383/OUT was discharged subject to the requirement that each developer submit a verification report to the LPA for approval which will provide validation that the remediation undertaken was in accordance with the approved “Remediation Method Statement, Barton Park” (report ref: 11501549/06 Rev. 5.4 dated July 2015).
112. In order to secure these verification reports and in the event of unexpected contamination, officers recommend that conditions are placed on the reserved matters planning permission.

#### Archaeology

113. Archaeological recording has been completed for the area covered by this Reserved Matters Application therefore Officers have no further comments.

### **CONDITIONS**

114. The submission is considered acceptable in seeking approval of: 9(landscaping), 11 (tree protection plan), 12 (Landscape management plan), 15 (Lifetime Homes), 16 (Car Parking standards), 17 (Cycle Parking standards), 23 (Sustainability and Energy Strategy), 25 (Phased Surface Water Drainage Scheme), 27 (Flooding), 32 (Noise Attenuation) and 39 (Habitat Creation) in relation to this phase of the development (ref.:

13/01383/CND13)

115. With regards to conditions 6 (materials) as per the condition samples need to be submitted before the condition can be complied with.

**Conclusion:**

116. Members are recommended to approve the reserved matters application (15/03642/RES) along with the associated conditions (13/01383/CND13) apart from condition 6 which requires additional information to be submitted in terms of samples.

**Human Rights Act 1998**

Officers have considered the Human Rights Act 1998 in reaching a recommendation to grant reserved matters, subject to conditions. Officers have considered the potential interference with the rights of the owners/occupiers of surrounding properties under Article 8 and/or Article 1 of the First Protocol of the Act and consider that it is proportionate.

Officers have also considered the interference with the human rights of the applicant under Article 8 and/or Article 1 of the First Protocol caused by imposing conditions. Officers consider that the conditions are necessary to protect the rights and freedoms of others and to control the use of property in accordance with the general interest. The interference is therefore justifiable and proportionate.

**Section 17 of the Crime and Disorder Act 1998**

Officers have considered, with due regard, the likely effect of the proposal on the need to reduce crime and disorder as part of the determination of this application, in accordance with section 17 of the Crime and Disorder Act 1998. In reaching a recommendation to grant reserved matters, officers consider that the proposal will not undermine crime prevention or the promotion of community safety.

**Contact Officer:** Lisa Green

**Extension:** 2614

**Date:** 4th February 2016

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